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THE TORQUE-TUBE



842 Mission Hills Lane,
Washington, Ohio 43085

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FIRST CLASS MAIL



Volume III, Issue 7



THE TORQUE-TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume III

May 1985

Issue 7

William E. Olson, Editor.

842 Mission Hills Lane, Worthington, Ohio 43085



HAIL, TORQUE TUBE !



No objection thereto having been heard, this publication is now officially renamed. Being given to talking too long, and mindful of the admonitions of H. J. Glass, instead of bubbling on myself to mark this historic event I shall quote our Artist, Dug Waggoner:

"The long-awaited installment for the next Chapter in the history of our Club has arrived. THE TORQUE TUBE is here! I can just hear it now: this guy comes busting through the kitchen door, flings his coat over the table, stumbles over to the pile of mail on the counter, pushing his wife aside. When he can't find what he's looking for, he grabs her by the shoulders, knocking over the martinis she was preparing, and says with a quiver in his voice and a look of desperation: 'Where's my TORQUE TUBE??' You get the picture?

It will get a great reaction from the members, I'm sure.
I think it looks great!"

I think it looks great, too, Dug. It sure helps to have a guy in the Club who can do logos. Now if we could only find someone who can spell!

In fact, there were a few late but strong objections to re-naming this publication. The grounds: cute or clever names are inappropriate; "torque tube" is impossible to explain easily to the outsider and is not descriptive of the newsletter or the Club. This is a perfectly decent point of view, it seems to me, but its holders have been outvoted by a heavy margin.

(CONTINUED)



Founded by Dave Lewis



Lincoln is reputed to have said you can't fool all of the people all of the time. Likewise, no periodical, nor any editor thereof, can please all of the readers all of the time. This is particularly true of "special interest" magazines, although I admit to having an easier time of it than many, because of the relatively narrow focus of the Club. For example: I have previously mentioned in these pages the old-car restoration mag Skinned Knuckles, which I think is a fine publication and an excellent value. It has a lot in it on Model A Fords, on foreign cars, and other things that do not bear directly on my specific interests; however, it has also printed stuff I found monumentally interesting and educational, and which I cannot imagine finding anywhere else. For this, I am very, very thankful to its editors and contributors. I beg you all to view this publication in the same light and to judge it by a similar standard. I am trying to have at least a little something for everyone, and to please most of you most of the time. I think I am succeeding; at least I hope so.

There has been a terrific response to my Questionnaire, leading my wife Mary to cry foul: "You're getting all the mail, no fair!" she says. My answer of course is: "Put out your own magazine and you'll get mail, too." This is a flippant and chauvinistic response, she says, and she is right. If any of you would like to send mail to my wife, please feel free. I draw the line at little save suggestions that she sue me. To return to the point: it will take me a while to tabulate, massage, consider and reflect upon the responses, which indeed are still coming in as I write this. In the next issue (No. 8) I will try to summarize the replies. I hope they will lead to a clear and rational decision about the future course we take.

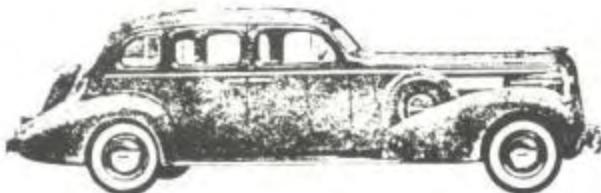
One thing seems clear so far: the great majority likes the new format, so I have decided to continue it on a tentative basis. I was quite pleased with it myself.

✓ Bill

Passed with Honors IN TIME'S SEARCHING TEST

Thirty years have rolled by since the McLaughlin Carriage Company built the first McLaughlin-Buick car. And what a story these years have told of McLaughlin-Buick quality, reliability and character. Each year a finer car, a better value! . . . and everyone who has ever owned a McLaughlin-Buick knows how true that is. Long ago, McLaughlin-Buick's finer, more faithful performance became a Canadian tradition. And preference for this car has increased year after year, with more people buying McLaughlin-Buicks today than any other Straight Eight. You see the reason why when you compare the 1937 McLaughlin-Buick in beauty, comfort, ability and price—not forgetting the wonderful story that time has told of this matchless car.

PART OF A McLAUGHLIN-BUICK AD FOR MAY 1937--COLLEGE GRADUATION TIME.



SHOWS & EVENTS

John Steed
4082 Rocking Chair Rd.
Greenwood, IN 46142

March 14, 1985

Dear Bill:

This is in response to your note about attending all the BCA events possible. I plan to attend the following shows:

Central Indiana BCA Chapter Indianapolis Motor Speedway	June 22-23
National BCA Meet Los Angeles, CA	July 4-7
Great Lakes BCA Regional Meet Toledo, OH	August 2-4
Hoosier Auto Show Indianapolis Motor Speedway	September 20-22

As director of the Central Indiana BCA Chapter, I would like to invite as many as possible of the 37-38 members to attend our All Buick Show at the Indy Motor Speedway. Last year we had about 50 Buicks at a local dealership. We are hoping to greatly increase this number with our move to the infield of the 500 track. The infield is a great place for a car show -- lots of room, grass, and a drive around the 500 track. If we can get nine or ten 37-38 entries I will set up a separate 37-38 class.

As you may know, we are preparing to host a very large BCA meet next year. So we need as many cars as possible this year to help us prepare for next year. I am hoping to work out special classes for '37's and '38's in the 1986 national meet also.

The September Hoosier Auto Show is a very large all-makes-and-years car show. If any of the 37-38 members would like to help judge at this show, I can arrange it.

I really appreciate your following up with the 37-38 "Torque Tube." I have found many parts in it since Dave started it. You are doing an exceptional job!! Keep up the good work.

One last thought. Remind members to check the show cars when looking for parts. Last year at Hershey I spent two days looking for sunvisors for my 37-66C. As you know, sunvisors for convertibles are different from those used on other models. I had been looking for these sunvisors for three years. Anyway I found them while looking at the show cars and not in the swap area. Many people with show cars know where rare parts are that never make it to the swap meets.

Thanks, John !

Sincerely,

John A. Steed (#152)

Found! On a Remote Island...

ORIGINAL 1938 DUST!

Story by Gary Mandville (#485) -
St. John's, Newfoundland, Canada

My 1938 model 67 is still very much original. It was purchased in New York in 1938 and transported to Newfoundland in the same year, and was driven only in the summer. It now shows 34,000 miles, with the original owner's manual still in the glove box and the original jack in the trunk -- at least I am assuming the jack is the original.

I purchased the Buick in 1978 and am the third owner. The first owner, whom I never knew, was an engineer, Mr. Newman Parrot from Winterton on Trinity Bay, a small outpost here in Newfoundland. However, he worked in New York, where he bought the car in 1938. He specified sidemounts and a Motorola signal-seeking radio, but no heater, since he intended to drive it only in the summer, which is in fact what he did. Mr. Parrot drove it partway and had it transported the rest of the way to Newfoundland, where it was garaged every winter and taken out in May. His license and insurance papers up to 1966 are still in the glove box. Mr. Parrot passed on in 1967.

The second owner was in effect Mr. Parrot's estate. The legal counsel for the estate, Judge William Adams, had possession of the car until 1978 when I purchased it from him for \$3,000. Judge Adams had stored it in a damp garage, and I had to rebuild the brakes. Other than that work, the car is pretty much as it always was.

The original dust is still under the seats. I have not taken them out, but as far as my hand can reach I have retrieved a Howdy Doody Bar wrapper, a 1935 quarter, a 1952 nickel, and a 1938 business card: "J. Woolwich, Custom Tailor" with a Brooklyn Dodgers baseball schedule inside. The address on the card is 8503 Third Avenue, Brooklyn, New York: I wonder, is the tailor still there?

* * * * *

This is a terrific story, and Gary's letter brought many things to mind. Besides trying to remember who was playing for the Dodgers in 1938 (Dixie Walker? Pete Rieser?), I was reminded of a summer job I had years ago on Martha's Vineyard, an island off Massachusetts. It was loaded with "summer cars," both running and non-running, that today would be eye-poppers: 1930's Ford woody wagons, a Chrysler Town & Country, a Hudson Super Six of great age and dignity, a magnificent early 30's Chrysler Imperial sport roadster moldering in a shed, and many more I can't now remember. A peek at your atlas will show you why

Newfoundland would have had "summer cars" too, and why Mr. Parrot could not drive there: besides being a ways to the north of here, it ain't connected to the rest of Canada! Now, as to "original dust": that is a concept of such awesome dimension that I still cannot come fully to grips with it. It is better by far than an ad I saw recently for a 1936 Buick claimed to have the "original air" in its original tires. It has made me re-think many things. Perhaps in my car I, too, have original dust. I can do no better here than to quote one Ed Weathers, author of an article in the Sunday Columbus Dispatch for March 31, 1985:

"Dust is not dirt....It lies gently on the surfaces of life, like new-fallen snow....Dust minds its own business; it is there because you have minded yours. Dust is beautiful in its inertness; it smells not, neither does it grow or change color. Dust is the settled stuff of eternal peace. Leave it alone."

So, all you fussy show-car owners can have your immaculate stainless steel cotter pins! For Gary and me, it will be the "settled stuff of eternal peace." VIVE LE DUST!!

- Bill



Making Progress



Somewhere in the wilds of Philadelphia, the 1938 model 47 of O.J. Misjuns (#473) is taking shape, with a nice maroon paint job. Here we see it in a lot with other strange and wonderful iron, including a Hudson pickup stacked with many old wheels. More pix when it's finished. O.J., where is this?



ACCESSORIES & OPTIONS

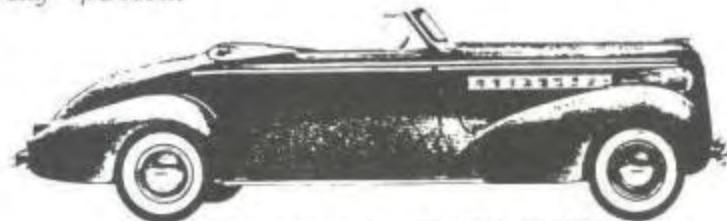


A few years ago, Dave published lists of '37 and '38 Buick accessories in the Bulletin, as it was then called. In view of the continuing popularity of this subject, I am reprinting these lists, which were taken from the 1928-1938 Master Chassis Parts Book and a 1938 brochure. Your attention is also called to Volume III, Issue 3, pages 16 and 23 for material on auxiliary lamps and grille guards.

There will inevitably be some confusion about "accessories" or "options." The "accessories" list omits such things as sidemounts (or "fenderwells"), the self-shifting transmission, etc., which could only be factory-installed. Perhaps we should call those things "options" and the dealer-installed or "bolt-on" items "accessories." Moreover, the list includes only "factory-approved" accessories. Then, as now, there were many other items available, and some of these were sold by Buick dealers and/or United Motors Service outlets, in addition to independent stores. For example, the "Aerlectric" horns pictured elsewhere in this issue are not on these lists but appeared in the Master Parts Books. GM outlets sold "Guide" auxiliary lamps, and a Guide fog lamp would be a "factory-approved" accessory. However, I think it very likely that at least some Buick dealers would have sold the now-legendary Tripple lamps as well. I also believe that the Unity Safetylite spotlights were regularly stocked and sold by Buick dealers. Then there were the "taxi" or "police" packages: hidden (if you will) options consisting of a high output generator and fan, achieved by use of different-sized pulleys, and heavy-duty batteries. And although I have no proof whatever, I would not be surprised to find that some police Specials had Century rear ends.

So, to my mind anyway, the question what is an "authentic" or "original" or "correct" option or accessory cannot be answered with precision. It depends upon one's standards and one's own definition of these terms. For example, the new or "repro" fog lamps sold by advertisers in Hemmings are not exact copies of the "Guide" lamps, and thus perhaps not "authentic," but they are "period" and look nice. Some Buick owners I'm sure preferred the South Wind gas heater to the Buick (Harrison) heater: is that "correct" or "authentic"? I refuse to say it is not. To get a little sillier: how about an "8-Ball" gearshift handle? No good, you say? Well, they were mighty popular when I was a boy.

If you want a car that looks like it just emerged from the Buick factory, fine: the lists will tell you what might have been on it. If you want something else, fine too: somewhere in history there was probably a prototype, so long as you stay "period."



FOUR-PASSENGER CONVERTIBLE COUPE

(Model No. 60-C. Hammie seat)

BUICK FACTORY-APPROVED QUALITY ACCESSORIES

Group	Part No.	Part Name	Models	List Price
9.650	980566	Radio, Centerline Model	1938	\$59.75
	980567	Radio, Centerline Dual Model	1938	67.50
8.845	980573	Hot Water Heater, DeLuxe Model	1938	18.95
	980574	Hot Water Heater, Master Model	1938	13.95
1.175	985113	GM Anti-Freeze (gal. can)		1.00
	985114	GM Anti-Freeze (qt. can)25
8.779	980575	Dual Defroster (when using 980573-4 Heaters)	1938	8.85
	980576	Dual Defroster (when using 980573-4 Heaters)	1937	9.50
	980559	Dual Defroster (when using 980530-1 Heaters)	1937	8.85
5.871	980461	Moulding (Single)	1934-35-60-90; 1936-37-38-40-80-90	2.00
	980510	Moulding (Single)	1936-37-38-60	2.00
9.550	980577	DeLuxe Moderne Seat Cover, Front (4-door)	1938-40-60	8.40
	980578	DeLuxe Moderne Seat Cover, Rear (4-door)	1938-40	6.55
	980579	DeLuxe Moderne Seat Cover, Front (2-door)	1938-40-60	8.40
	980580	DeLuxe Moderne Seat Cover, Rear (2-door)	1938-40-60	6.55
	980581	DeLuxe Moderne Seat Cover, Rear (4-door)	1938-60	9.35
	980582	DeLuxe Moderne Seat Cover, Front	1938-81-87-90-91	10.50
	980583	DeLuxe Moderne Seat Cover, Rear	1938-81-87-90-91	14.00
	980584	DeLuxe Moderne Seat Cover, Rear	1938-90-90L	14.00
	980585	DeLuxe Moderne Seat Cover, Rear	1938-91	14.00
7.828	980586	Grille Guard	1938	1.85
	980587	DeLuxe Grille Guard	1938	2.95
	980552	Front Center Guard	1936-37	2.25
	980548	Rear Center Guard	1938	2.95
1.174	980570	Twin Grille Covers	1938	1.35
1.266	980571	Invisible Bug Screen	1938	.95
	980542	Invisible Bug Screen	1937	.95
9.772	1304511	Electric Watch (for dash compartment)	1938	12.25
9.709	980569	Automatic Cigar Lighter	1938	2.25
3.772	982088	Exhaust Pipe Trim	All Models	1.00
9.777	980532	License Plate Frames (1 set)	1933 to 1938 inclusive	2.45
15.294	983541	Rear Compartment Shelf Mat (for 5-wheel jobs)	1937-38-41-44-47-48-61-67-68	2.25
9.773	982104	GM Fog Lamp (with attaching parts)	All Models	5.50
9.988	980572	Rear Compartment Light	1938	1.25
9.773	601521	GM Safetylite	All Models	14.50
8.792	985292	Windshield Washer	1938	4.75
8.778	985194	Glare Shield	All Models	1.00
10.185	985236	Peep Mirror	1935-36-37-38	1.50
10.195	985268	Visor Vanity Mirror	1937-38	1.00

1938 OPTIONS & ORIGINAL PRICES

1938 FACTORY-INSTALLED SPECIAL ACCESSORIES:

Self-Shifting Transmission (\$100.00); Oil-Bath Air Cleaner (\$10.00); Special Paint (\$40.00); Rear Compartment Clock, 80C, 81, 87 (\$15.00).

Factory-installed Centerline Radio (\$63.00); Factory-installed Dual Centerline Radio (two speakers) (\$70.75).

SIX-WHEEL EQUIPMENT:

Fender wells, covers, carriers, locks, one wheel plus tire and tube. (\$45.00-ser 40, 60, 80; \$60.00-ser 90).

NOTE: Sidemounts were an extra-cost option on all 1938's.

STANDARD ACCESSORIES INCLUDED IN LIST PRICE:

Series 60-80-90: Electric dash clock, chrome wheel rings, license plate frames, flexible steering wheel, special gear shift knob.

All 90 series: Six-ply white wall tires.

All Convertibles: Four-ply white wall tires.

All 90 series and model 81F: Rear compartment clock.

SERIES 40 EXTRA GROUP ACCESSORIES:

Chrome wheel rings, license plate frames, electric dash clock (5-wheel, \$20.00; 6-wheel, \$22.00).

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Lease Manager

WILEN-CORNFORTH MOTORS
115 - 2nd St., SE, Puyallup, Washington 98371
Bus.: 845-8881 - Res.: 848-1670

Dear Bill,

Since you've been hounding us for letters, I'd better get one off to you while I'm fired up. Enclosed is a recent picture of my 1937 model 41. I bought the car in 1967 from the Gypsies for \$150! I have a little more than that in it now, having just completed a complete rebuild--complete with headaches galore, that is! I took it out to our Buick Club picnic for its first outing, a 15-mile drive. It performed very well going out. About halfway back, it quit running. A friend who lives nearby rescued me and we towed the Buick to his house. After we determined that the fuel pump was working, we found a big chunk of something in the fuel line where it enters the carburetor. We made it home with no further problems, but my little girls are dubious about riding in it now. (That was their first ride; before that the Buick was just a big old black car that sat in the garage.) I still have some work to do to complete the car, but it's driveable now, and that's an improvement.

I'd like to commend you and Dave Lewis for all the work you're doing to make our Club go. The job you've undertaken is no easy task, and you've really done well. I hope we can have some kind of get-together for our Club at the Los Angeles meet next July. It will be fun to meet all you guys from "way back East". I won't have my '37 there, but I will be there in some kind of Buick. Several of our other Puget Sound Chapter people are taking advantage of the meet's being only about 1300 miles away and are making plans to attend.

Thanks and keep up the great work,

DOUG

* * * * *

Thanks, Doug; we appreciate the compliments. Please, folks do not write to Doug and tell him: (a) that the Gypsies came back and stole his gas cap and filler neck grommet; or (b) that if he doesn't stop parking under trees he's going to have more trouble with bird poo or cherry pits or something in his fuel line. I already told him those things. No need to rub it in. And how many of you guys got a car for \$150?

Doug is one of several Buick dealers or salespersons in the Club. Others that I know about are: Patrick Sheehan (#146) (Miami, FL); Guy Bennett (#161) (Wayland, NY); John Evans (#142) (Hammond, LA); and David Gale (#428) (West Chesterfield, NH) who sells some kind of cars, but I'm not sure what. (You may not be able to see it in the printed photo, but Doug has blue and white 1937 Washington license plates on the car -- nice touch!)



TECHNICAL TIPS



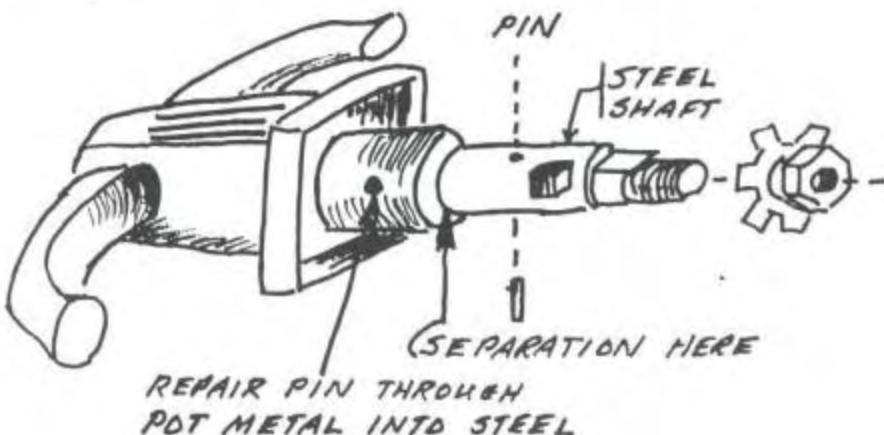
TRUNK HANDLES. 1937 trunk handles, I discovered recently, are not necessarily interchangeable among models. For example, the handle from a trunk-back model 41 will not fit a plain-back model 47; coupe and sedan handles will not interchange, etc. There are several different shaft lengths, and a quarter of an inch makes a big difference.

Trunk handles (and door handles) may be taken apart by first driving out a pin that goes through the steel shaft. You may have trouble locating the pin, especially if the shaft is dirty, so clean it off first with a wire brush or solvent. Then look for two little semi-circular depressions where the ends of the pin were swaged over. The pin is off-center; that is, it does not go through the diameter of the shaft, but rather to one side. (Think about this: if it went through the center, the mechanism could not turn, right?) See the illustration below. Drive the pin out with a small punch, or if you don't have that, get it started with a nailset or ice pick and then use a small nail.

When you instal a trunk handle in the car, be sure not to draw the nut up too tight; if the outside base of the handle is too close to the trunk lid, it will cut into the paint when turned. That's why that fancy lock washer is there.

It sometimes happens that the die cast "pot metal" shaft that passes through the ferrule separates from the inner steel shaft. In such a case the handle will rotate freely without working the mechanism. This difficulty can be remedied by a short drift pin through the pot metal into the steel. Be sure you don't drill through the steel shaft into the inner works; the pin should be just long enough to catch in the steel.

You should be able to find a code number stamped on the steel shaft. "Old time" locksmiths (that is, those comparable to the auto parts dealers who have old stuff lying around in the back) can use these numbers to make new keys.





TECHNICAL TIPS



SIDEMOUNT HARDWARE. Editor's thanks to Ed DePouli (#310) of Demarest, NJ, who sent me some information on a firm that offers custom-made sidemount hardware assemblies for 1937-1940 Buick Specials and Centuries. The parts are said to "resemble and interchange with original pieces," allowing the restorer to purchase only the parts he needs. Thirty-day money-back guarantee. Examples of '37-'38 prices: frame-to-well bracket, \$60; lock, \$22; lock nut, \$4; shipping extra. All the "hardware" parts appear to be available. Ed says he is pleased with the quality and the service. The firm says it is building a large workshop and office.

John W. Maier
Custom Carriage
2429 Bethany Road
Anderson, IN 46012
317/642-3094

BENT WHEELS. One never knows where events will lead. I was driving my '37 around last summer and it suddenly folded its tent: dirt in gas line. That got me into the fuel tank repair adventure described a few issues back. It also resulted in my son later driving close behind as I took the '37 to the good ol' boys who have such a good ol' time working on it for me. ("I love this car: you can find everything! No electronic [bleep]!" Etc., etc.) Son reported serious wobble in a rear wheel. Wheel's bent, the good ol' boys and I concluded, and I went looking for some wheels. Only much later did I learn from the Guru that 1930's wheels often get bent on modern tire-change machines. Indeed, it was the good ol' boys who bent that right rear one when they put on my new wide white doggy-attractors last year. But this can be fixed. As the Guru explained it (and since he used to sell tires he ought to know), modern tire-change machines break the beads on opposite sides of the tire. If one does not tighten the center cone of the machine real tight, the center of the wheel can get bent. After the tire is mounted, hold the wheel against your knees tipped at an angle. If you get it right, you'll be able to see the high spot in the center portion. Mark it with chalk. Hit -- maybe "tap" is a better word -- the high spot with a heavy hammer, like an 8-pound sledge. Don't batter on it: let the weight of the hammer do the work, and save your aggression for the golf course. That should do it. Check thinks out on a spin balancer, or more crudely, by putting it on the front and giving a healthy spin while it's jacked up. The latter test might reveal dragging brakes or bad wheel bearings, and then won't you be pleased!

HOOD LACE (Continued). If you don't want to screw it, you can glue it! Last Month's "hood lace" tip moved me to rip out the tattered remnants of the original lace on my car and dig out the new stuff I bought months and months ago. All set to begin, I found myself short of little oval head self-tapping screws. So I decided to try something else I'd bought months ago, certain I'd eventually find a use for it: 3M SUPER 77 Spray Adhesive. It works! I found that by spraying the adhesive on the back of the lace, I could get it to stick firmly to the cowl, and I needed a "helper" screw in only one spot: where the cowl makes a little "jog" just below the belt molding (on a '37). Of course, one still needs the screw fastening on either end. It looks neat! One word of caution: SUPER 77 is strong and sticky stuff. I put the lace on a piece of cardboard to spray it, and then stuck to the cardboard when I stepped on it! Tacky adhesive can be cleaned away easily with turpentine or paint thinner if you make any messes.



TECHNICAL TIPS



SHOP MANUALS. According to Paul Cusano (#052), the 1939 Buick Shop Manual has some information on '38s that is found nowhere else. I don't have a 1939 manual; anyone who does would do us a service by looking up that info, copying it, and sending to the Editor. Thank you.

HARD TO START? (Continued). Wear and malfunctions inside an elderly carburetor can make your car difficult or impossible to start after it has been run awhile and then shut off. The causes of this difficulty are reviewed in the Dealer Service Bulletin on Carburetor Performance (1938) elsewhere herein. (The principles discussed there apply equally to 1937, or indeed to later year Buick carburetors.) I had this problem myself last year and found the only way I could get going was to carry a quart can of gas around to prime with; the priming worked, but I never really understood why. The cure is to have the carb rebuilt, or rebuild it yourself. Unless you really know what you're doing, I would strongly suggest you have this work done by an expert. There are two such experts that I am personally acquainted with: Al Weatherly, who has regular ads in the BCA Bugle and Hemmings, and Jim Alexandro, whose ad appeared in Issue 6 (Hemmings also). Of the two, I think Dave and I would personally prefer Alexandro. Again, I emphasize the "personally": Weatherly has a good reputation and does good work. Both offer fast service. Anyone who is having carburetor trouble that is in any way traceable to dirt (and many such troubles are) should seriously consider fuel tank clean-out and sealing (see Issue 3, page 10) and/or extra filtering (see Issue 1, page 14).

SILICONE BRAKE FLUID. Several members responded to my question in the last issue. The following comment by Mike Adler (#104) of Englishtown, NJ is typical.

"Silicone brake fluid is a must for someone who does not drive his car a lot. Regular brake fluid will absorb water and cause brake lines and cylinders to rust from the inside. After a car sits over the winter the pistons in the cylinders may freeze. Silicone fluid will prevent this problem. Yes, you do have to purge the system. It makes sense that you rebuild (not necessarily replace) the cylinders at the same time."

Regular brake fluid has certain corrosive properties; if you don't believe this, try it as a paint remover: it is the only thing that will remove paint from plastic without destroying the plastic. I have a rebuilt master cylinder to put into my car soon, and I think I will go the silicone route when this is done. Will let you know what happens. If you feel more comfortable with regular fluid, I would suggest an annual bleeding of the entire system and complete replacement with fresh fluid from a new, unopened container. Speaking of rebuilding wheel cylinders, remember these can be beautifully sleeved with brass by White Post Restorations. Pete Smith (#244) of Miramar, Florida reminds us also that wheel cylinders are precision devices to be handled with care: don't clamp 'em in a vice if you want to avoid distortion and leakage.

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1938

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All Series

STROMBERG CARBURETOR

For Series "40"

Model AAV-1

No. A-18681

Buick Symbol 1304646

For Heavy Duty Air
Cleaner

Model AAV-1

No. A-18691

Buick Symbol 1304647



For Series 60, 80, 90

Model AAV-2

No. A-18682

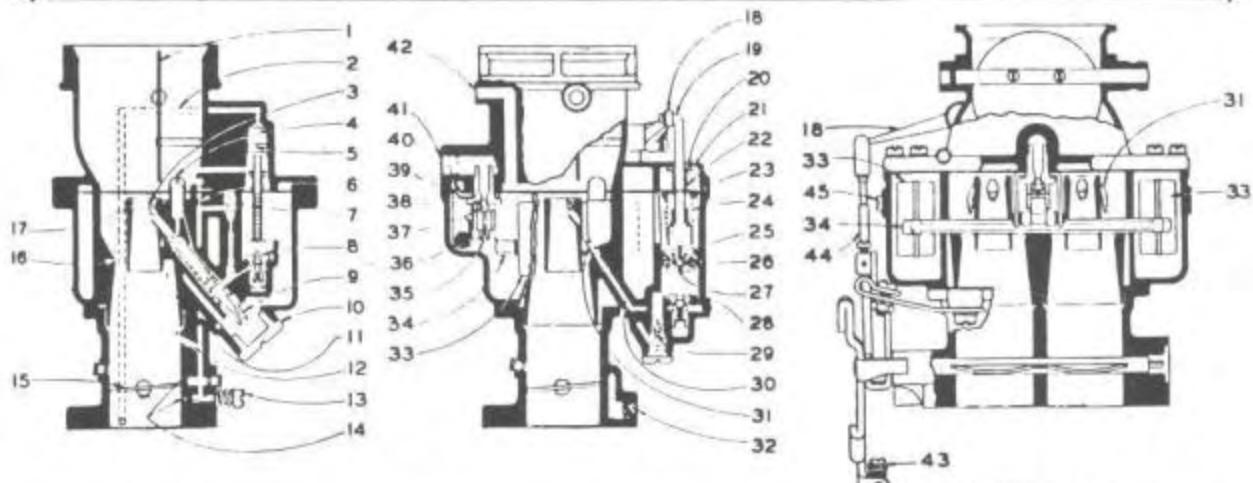
Buick Symbol 1304648

For Heavy Duty Air
Cleaner

Model AAV-2 A-18692

Buick Symbol 1304649

SERVICE BULLETIN STROMBERG "AAV" CARBURETOR



1. Choke Valve
2. Vacuum Channel
3. Main Discharge Jet
4. High Speed Bleeder
5. Eco. Vacuum Piston
6. Idle Air Bleeder
7. Idle Tube
8. Economizer By-Pass Jet
9. Main Metering Jet
10. Main Disch. Jet Plug
11. Main Disch. Jet Gasket
12. Sec. Idle Air Bleeder
13. Idle Needle Valve
14. Idle Discharge Holes
15. Throttle Valve
16. Primary Venturi
17. Auxiliary Venturi
18. Pump Fulcrum Arm
19. Pump Piston Link
20. Felt Dust Washer
21. Retainer Washer
22. Dust Washer Sprng
23. Spring Retainer Washer
24. Pump Duration Spring
25. Pump Piston
26. Pump Expansion Spring
27. Pump Relief Valve
28. Pump By-Pass Jet
29. Pump Inlet Check Valve
30. Pump Discharge Channel
31. Pump Disch. Nozzle
32. Vacuum Spark Conn.
33. Float
34. Float Lever
35. Float Needle Valve Clip
36. Float Fulcrum Pin
37. Float Needle Valve
38. Float Needle Valve Seat
39. Float Hanger Gaskets
40. Float Hanger
41. Gasoline Connection
42. Float Chamber Vent
43. Throttle Stop Screw
44. Pump Rod
45. Fuel Level Sight Plug

IMPORTANT:—When ordering metering jets, main discharge jets or by-pass jets, etc., specify the size required and always state type of carburetor as well as model of car for which part is intended.

MAIN METERING SYSTEM

Fuel enters the carburetor at gasoline inlet through the float needle valve (37) and (38) and into the float bowl where it is maintained at constant level by float (33).

Air enters the carburetor through the air inlet and places suction on the main discharge jet (3) or idle discharge holes (14) depending on the amount of throttle opening. The main metering jets (9) are of the fixed type. They control the flow of gas during the intermediate or part throttle position up to approximately 75 M.P.H. From the metering jet the fuel passes into the main discharge jet (3) where it is mixed with air from the high speed bleeder (4) and flows into the carburetor barrel down to the intake manifold.

All jets of the fixed type are calibrated at the factory to supply the correct mixture for normal operating conditions and should not be changed without special instructions from the factory.

NOTE: When servicing carburetor, and the main discharge jets are removed, the lead gasket (11) must be replaced by a new one to assure a good seal when the main jet is reassembled.

MAXIMUM POWER

For maximum power or high speed running a richer mixture is required than that necessary for normal throttle opening. For part throttle opening, fuel is supplied through the main metering jets to approximately 75 M.P.H. In this range the manifold vacuum has sufficient suction to hold economizer piston (5) in its "up" position. When approximately this speed is reached the manifold vacuum decreases so that the vacuum piston spring has a greater force and moves the piston downward to open the economizer jet (8) to feed the additional fuel that is required into the main discharge jet.

(CONTINUED)

IDLE METERING AND ADJUSTMENT

Fuel for idle speeds is taken through the idle tube (7) and is mixed with air from idle air bleeder (6).

The mixture passes to the idle channel where additional air is mixed with it through the secondary idle air bleeder (12). It is then discharged through idle holes (14). On "curb idle" or closed throttle, fuel is drawn only from the lower idle discharge hole due to the high suction at this point. As the throttle is opened, suction is also placed on the upper idle discharge hole to feed additional fuel until the throttle is opened to the position where the main discharge jet comes into operation.

When adjusting the idle needle valves, have the engine well warmed up so that the intake manifold is warm to the hand and the throttle stop screw is on slow idle. The idle speed of the engine should be set at a speed equivalent to 7 to 8 M.P.H. by adjusting stop screw (43). The idle needle valves (13) control the fuel for low speed adjustment. Turning OUT the needle gives a richer mixture and turning IN a leaner mixture. Taking one barrel at a time, turn the idle adjustment IN slowly until the engine begins to "lag" or run irregularly, then slowly turn OUT until the engine begins to "roll".

Finally, very slowly, turn in the adjustment again, just enough so that the engine runs smoothly for this throttle opening. This adjusts the mixture to one set of four cylinders. Do the same with the other idle needle valve. It may be necessary, after making adjustments, to change the engine speed slightly.

ACCELERATION

For accelerating requirements it is necessary to supply momentarily an extra amount of fuel when the throttle is opened. On the up stroke of pump piston (25) fuel is drawn into the piston chamber through the inlet check valve (29). On the down stroke the compression closes the check valve and forces open pump by-pass valve (28). The fuel is then discharged through pump discharge nozzles (31) into each of the carburetor barrels. When throttle is opened part way only a small amount of fuel is discharged. Three holes are provided in the throttle lever for accelerator pump rod. The rod is placed in the middle hole for normal operating conditions. If less pump discharge is required the rod should be placed in the hole on the short radius. When more discharge is required place the rod in the hole on the long radius.

FUEL LEVEL

Fuel level in the float chamber is maintained by floats (33). The levels set at the factory at $\frac{5}{6}$ " below the top surface of the float chamber which corresponds to the bottom of level sight plug (38) with the engine idling. The plug should be removed to observe the position of the level before the carburetor is dis-assembled to reset the float. When resetting the floats it is necessary to remove the air horn assembly. Holding the air horn in an inverted position, Service Tool T-24971 should be placed on the cover gasket. The top of the vertical guides of the tool should be flush with the tops of the floats when floats are properly set. The guides also serve to check the clearance between the floats. The floats should be set so that they are tangent to the guides without drag. This will allow sufficient clearance with the main body and not interfere with free movement. If the float tool is not available the distance between the top of the float and the gasket should be $1\frac{11}{32}$ ".

IMPORTANT: Fuel level can be checked only when engine is running. DO NOT START ENGINE WHILE AIR HORN IS REMOVED BECAUSE A BACKFIRE THROUGH THE MANIFOLD MAY CAUSE A SERIOUS FIRE.

PARTS LIST STROMBERG AAV-1 & AAV-2 CARBURETOR (1938 BUICK)

AAV-1	AAV-2	Name	AAV-1	AAV-2	Name
P-709	P-709	Screw—Main Body Attaching	P-22439	P-22439	Pin—Fulcrum
P-2475	P-2475	Screw—Air Horn Attaching	P-22441	P-22441	Hanger—Float
P-2885	P-2885	Gasket—Float Needle Valve Seat	P-22449	P-22449	Stem—Choke
P-3157	P-3157	Lockwasher—M.B. Attaching Screw	P-22451	P-22451	Gasket—Air Horn
P-4522	P-4522	Screw—Choke Valve	P-22474	P-22474	Bearing—Choke Stem
P-6406	P-6406	Plug—Float Level Sight	P-22499	P-22499	Float Needle Valve and Seat
P-6668	P-6668	Lockwasher—Air Horn Attaching Screw	P-22523	P-22523	Float Needle Valve Clip
P-7170	P-7170	Cotter Pin—Pump Rod and Pump Link	P-22522	P-22522	Gasket—Main Body
P-7338	P-7338	Gasket—Check Valve Plug	P-22602	P-22602	Gasket—Lead—Main Discharge Jet
P-9394	P-9394	Washer—Pump Rod	P-22620	P-22620	Pump Rod Assy.
P-13041	P-13041	Screw—Main Body Attaching	P-22643	P-22643	Spring—Packing Retainer
P-15458	P-15458	Plug—Idle Discharge	P-22663	P-22663	Vacuum Economizer Assy.
P-15459	P-15459	Plug—Idle Discharge	P-22851	P-22851	Gasket—Main Disch. Jet Plug
P-15478	P-15478	Valve—Idle Needle	P-22870	P-19526	Spring—Follow up
P-15881	P-15881	Spring—Idle Adj. Screw	P-23237	P-23237	Pump By-Pass Jet Assy.
P-17060	P-17060	Washer	P-23315	P-23315	Main Discharge Jet
P-17380	P-17380	Packing—Felt	P-23318	P-23318	Main Body Assy.
P-18141	P-18141	Pump Check Valve Assy.	P-8495	P-8495	Plug—Expansion
P-18710	P-18710	Spring—Idle Needle Valve	P-18772	P-18772	Ball—Lead
P-18772	P-18772	Ball—Lead—Throttle Body and Air Horn	P-19430	P-19430	Wedge—Pump Disch. Tube
P-19103	P-19103	Screw—Idle Adj.	P-22245	P-22245	Tube—Pump Disch. (right)
P-19442	P-19442	Jet—Metering	(VAR.)	P-23246	Tube—Pump Disch. (left)
P-19446	P-19446	Gasket—Econ. and Pump By-Pass Jet	P-23232	P-232349	Pump Piston Link and Spring Assy.
P-19716	P-19716	Plug—Check Valve	P-23223	P-23223	Pump Piston and Link Assy.
P-19820	P-19820	Spring Washer—Pump Lever Fulcrum Screw	P-18960	P-21568	Spring—Pump Piston Leather Expansion
P-20607	P-20607	Choke Valve and Pin Assy.	P-23232	P-23232	Idle Tube with Holder
P-20611	P-20611	Screw—Fulcrum	P-23228	P-23228	Air Horn and Valve Assy.
P-23782	P-23782	Valve—Throttle	(VAR.)	P-23229	Air Horn
P-20904	P-20904	Screw—Throttle	P-23322	P-23322	Throttle Lever and Stem Assy.
P-21767	P-21767	Plug—Main Discharge Jet	P-23335	P-23433	Loose Lever Assy.
P-22046	P-22046	Washer—Spring Retainer	P-506	P-506	Screw—Wire Clamp
P-22405	P-22405	Washer—Cup	P-12601	P-12601	Connector—Wire
P-22426	P-22426	Thermostat Fast Idle Assy.	P-23338	P-23338	Throttle Loose Lever Tube Holder Assy
P-4729	P-4729	Nut—Fulcrum	P-22229	P-22229	Screw—Tube Clamp
P-20425	P-20425	Pin—Fulcrum	P-2290	P-2290	Nut—Tube Clamp Screw
P-20426	P-20426	Thermostat	P-15875	P-15875	Lockwasher—Tube Clamp Screw
P-22423	P-22423	Bushing and Stop Pointer Assy.	P-23241	P-23260	Throttle Body Assy.
P-22425	P-22425	Cam and Housing Assy.	P-23361	P-23348	(VAR.)
P-22430	P-22430	Lever—Pump	P-23508	P-23508	Econ. By-Pass Jet Assy.
P-22433	P-22433	Float with Lever Assy.	J-5317G	J-5321G	(VAR.)
			P-23858	P-23858	Clip—Spring
					Gasket Set
					Strainer—Pump Check Valve (not shown)

VARIABLE SPECIFICATIONS

AAV-1

AAV-2

Venturi $1\frac{1}{4}$ ", Main Dia. Jet No. 28, H. S. Bleeder No. 65, Metering Jet 0.048", By-Pass Jet No. 68, Idle Dia. Holes No. 54-60, Air Bleed No. 70 M.B.—No. 82 T. B. Pump Dia. No. 65, Econ. By-Pass Jet No. 62. Heavy Duty Air Cleaner .046" Metering Jet, Econ. By-Pass Jet No. 66 (V-28606).

Venturi $1\frac{1}{4}$ ", Main Dia. Jet No. 24, H. S. Bleeder No. 65, Metering Jet 0.052", By-Pass Jet No. 68, Idle Dia. Holes No. 54-60, Idle Air Bleed No. 70 M.B.—No. 82 T. B. Pump Dia. No. 65, Econ. By-Pass Jet No. 67. Heavy Duty Air Cleaner .050" Metering Jet, 1 No. 53 Hole in Throttle Valve.

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STROMBERG AAV-1 & AAV-2 CARBURETOR (1938 BUICK)



P-22426



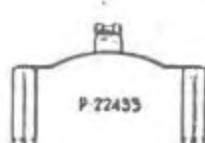
P-20607



P-2475



P-23329



P-22435



P-22430



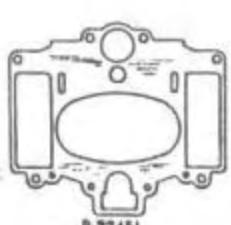
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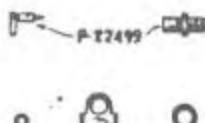
P-4572



P-6406



P-22451



P-22499



P-20611



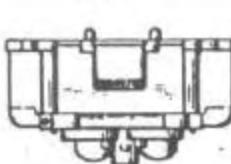
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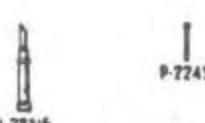
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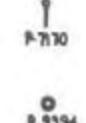
P-15041



P-23318



P-22499



P-22045



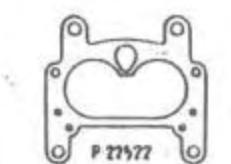
P-23325



P-22474



P-3157



P-22572



P-22499



P-22870



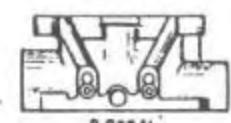
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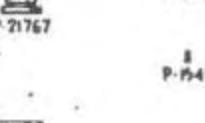
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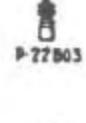
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P-23341



P-22499



P-22803



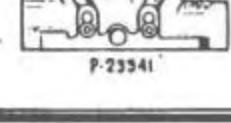
P-19831



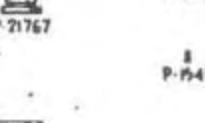
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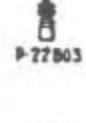
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P-23358



P-22499



P-23358

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Dealer Service Bulletin



Field reports indicate that service men generally perform more operations than are necessary to overcome specific carburetor complaints. By proper diagnosis, complete overhaul of a carburetor usually may be avoided.

Most of the following carburetor information has already been supplied to the service field. However, grouping the operations under definite complaint headings will assist diagnosis and permit servicing with the minimum of work.

Ignition timing, spark plug gap, and spark plugs must be up to specifications before good carburetion can be expected. Engine valve lash must also be correct.

MISSING OR "FLAT SPOT"

Missing or "flat spots" during acceleration, as "partially" or "completely", is primarily incorrect functioning of the accelerating system. By removing the carburetor bowl cover, the following checks can be made.

1. Correct aiming of pump discharge nozzles. (Stromberg) See BPS 2.019, Page 417.
2. Nozzles may be checked for being plugged and that an equal amount of gasoline is delivered by each nozzle.
3. Pump by-pass jet may be removed and inspected for correct size. See Shop Manual calibrations.
4. PUMP LEATHERS MAY BE EXAMINED FOR DAMAGE.
5. PUMP OPERATION MAY BE TESTED. The slightest downward movement of the plunger should deliver fuel at the discharge nozzles. As the plunger is moved up and down a smooth flow of fuel should occur on the downward stroke. Bubbles or air coming from the discharge nozzles indicates air is being drawn into the pump on the suction stroke.

BPS 2.019 is
in Club Bull-
etin Vol.III,
No.5, pp.17-
20. (ed.note)

STROMBERG - This air is usually caused by leakage of the by-pass jet, No. 28, Fig. 6-55, Shop Manual. A jet having a tapered seat, is now used which is interchangeable with the early type.

MARVEL - Pump discharge check valve, Fig. 6-58 in Shop Manual, may not be operating properly. An extra gasket is sometimes required under the screw retaining the pump discharge jets to permit proper opening of the discharge check valve.

STROMBERG AND MARVEL - A weak or erratic pump discharge indicates either leaky pump check valves on pump inlets or a pump plunger bypass valve which opens too easily. This valve is built into the plunger and cannot be replaced, therefore, the pump plunger should be replaced. If pump leathers are not tight where plunger assemblies are crimped to hold the leather, the pump stroke will be weak.

Weak pump plunger springs will cause delayed pump action. Excessive play in pump linkage will also delay the pump action. Excessive clearances in linkage must be eliminated to obtain efficient pump operation.

Accelerating pump rods should ordinarily be connected in the middle hole. Gasoline variations may require a different setting, which is best determined by testing the car with rods set in different holes.

(CONTINUED)



STROMBERG - The pump stroke on later production has been slightly increased by bending the ball end of pump fulcrum arm upward. (No. 18. Fig. 6-55 in 1938 Shop Manual). Examination of late production carburetors will indicate the amount of bending which may be done in earlier models.

A conical shaped screen is now available for any 1937 or 1938 Stromberg carburetor to protect the operating parts of the pump system from dirt. This may be obtained from Stromberg Service Stations under Part No. P-23858. To install: Remove plug underneath pump inlet check valve, No. 29, Fig. 6-55, 1938 Shop Manual. Insert with conical end of screen downward. It is advisable to remove carburetor bowl when making the screen installation. New code tags are unnecessary when installing this screen in field.

MISSING OR SURGING AT SPEEDS ABOVE 35 M.P.H.

This is caused by the main metering system.

The following checks may be made without removing the carburetor from the car.

1. Check for correct main metering jet size. Stromberg - See BPS 2.019, Page 417 for calibrations. Marvel - See Page 6-51, 1938 Shop Manual for calibrations.
2. Check for correct float level. Stromberg - Page 6-45 in Shop Manual. Marvel - Page 6-50 in Shop Manual.

After removing bowl cover, the following checks may be made:

1. Economizer vacuum piston for free operation. Stromberg - No. 5, Fig. 6-55, 1938 Shop Manual. Marvel - Fig. 6-58, 1938 Shop Manual.

If piston fails to release with vacuum, fuel consumption will be excessive. If piston fails to open economizer jet, when vacuum drops sufficiently, mixture will be too lean above 70 M.P.H. and at wide open throttle operation.

2. STROMBERG - Check to see that restriction plugs have been installed in vent channels. See BPS 2.019, Page 417.
3. FOREIGN MATTER IN BOWL.

Bottom of bowl may be inspected for excessive accumulation of foreign matter.

UNEVEN IDLE OR MISSING - BELOW 22 M.P.H.

1. Check spark plugs for proper gaps. Not less than .025" nor more than .032".
2. Check idle screw adjustment. See Shop Manual, Stromberg - Page 6-45. Marvel - Page 6-48.
3. Check float level.
4. If vacuum gauge is used, idle should be set so that gauge reads 1" less than maximum vacuum obtainable.

EXCESSIVE GASOLINE CONSUMPTION

Make the following checks:

1. Correct main metering jet size, as standard for heavy duty or regular air cleaner as used.
2. Pump by-pass jet leakage - Stromberg. Pump discharge check valve leakage - Marvel.

(CONTINUED)



If these items leak, gasoline will feed through pump discharge jets at high speed.

3. Correct float level.
 4. Correct size economizer by-pass jet - Stromberg.
 5. Free operating economizer vacuum piston - Stromberg.
Free operating vacuum step-up piston - Marvel.
- If these items stick in low vacuum position, the consumption will be excessive below 70 M.P.H.
6. Ignition timing.
 7. Operator's driving habits should be taken into consideration.

FAILURE TO START OR KEEP RUNNING - after standing several hours.

1. Check float level after car has been standing and before attempt is made to start engine. This inspection can be made through the plug hole provided.

If float has dropped to bottom of bowl it indicates that plugs leak below main metering jets, or bowl casting or idle tubes leak. Correction must be made as needed so that level will be maintained overnight within 1/8" of normal.
2. Check accelerating pump for proper operation. A weak or inefficient pump discharge will cause a cold engine to die when the throttle is opened. A full pump discharge is necessary to supply the mixture requirements to speed up a cold engine. Satisfactory pump operation when the engine is warm is no assurance that the pump will supply enough fuel for a cold start.
3. Automatic choke operation.

Choke fly in carburetor air horn must be free in all positions. The flexible connection between choke and carburetor air horn must not be kinked. Either will cause erratic choke action. If engine loads and runs unevenly at lower speeds when cold, it indicates volatility selector is set too rich (pointer too far toward the "low" marking). Volatility selector (see 1938

Shop Manual, Page 6-56) affords sufficient range of adjustment to compensate for fuels generally used. Chokes should never be recalibrated before properly adjusting the volatility selector.

FAILURE TO START - WARM ENGINE

Check the following:

1. Float level (through test hole in bowl) after car has been standing but before an attempt is made to start. If level is low, it indicates leakage of bowl or idle tubes, into manifold. Locate leaks and correct.
2. Remove air cleaner and check whether gasoline is leaking into manifold from the joint between main discharge nozzles and carburetor bowl.

STROMBERG

To correct leakage at this point, remove main discharge nozzles and install new lead gaskets around upper end of nozzles after making certain all portions of old gaskets have been removed.

MARVEL

Main nozzle may be loose in bowl assembly. Tighten properly.



3. If gasoline drips from center of main discharge nozzles, it indicates a very highly volatile fuel is being used. The operator must then be instructed to start engine with accelerator held wide open continuously, as outlined in 1938 Shop Manual, Page 6-56.



STROMBERG CARBURETOR - CODE TAGS

Stromberg carburetors bearing code tags with suffix "A" and "B" are described in BPS 2.019.

Late production Stromberg carburetors, Series 40, bear code tags with suffix "C" or "D".

The "C" coding denotes the following construction.

1. Series 40 carburetors have throttle valves drilled as suggested in BPS 2.019, page 418, to provide a slightly richer mixture between 20 and 30 M.P.H.
2. Series 60-80-90 Stromberg carburetors with "C" code tag denotes that screen (Stromberg Part No. P-23858) has been installed at factory under pump inlet check valve.
3. Series 40 Stromberg carburetors with "D" code tag denotes that screen has been installed at factory under pump inlet check valve.
4. Series 60-80-90 carburetors have carried throttle valves with a single hole since the beginning of 1938 production.

NOTE: Late production Stromberg carburetors have the following changes:

1. The accelerating pump stroke has been adjusted for required amount of stroke by bending upward the ball end of the pump fulcrum arm. Examination of a carburetor bearing a "C" calibration will show the amount these arms are bent.
2. Gasoline channel in bowl, on each side of economizer by-pass jet, is restricted in late production carburetors on all series. This change cannot be incorporated in earlier production carburetors. It has only the effect of dampening out missing on very sharp turns. No exchanges of second type for first type bowls will be made by Stromberg Service Stations.
3. Pump by-pass jet, No. 28, Fig. 6-55, 1938 Shop Manual in carburetors coded "C", is a tapered seat type instead of ball check type as in earlier production.



POLICE BUICKS. Dug Waggoner sent me an issue of the CHVA magazine Action Era Vehicle with a number of California Highway Patrol "wreck" photos in it. Also included there was a photo of two CHP patrol cars: a '37 Chrysler Imperial and a '38 Buick Century two-door. Come on, you guys in California, who's going to find out more about this? Don't be afraid! The CHP Museum is ready and willing to help, and they will not fingerprint you or check your speeding tickets.

-Bill

QUESTIONS ANSWERED



... by *Dave Lewis*

NOTE ON QUESTIONS. There have been more lately than have appeared in this column: some have been answerable with copies of articles from back issues; some have been turned into "Technical Tips" or the like (e.g. the Carburetor Performance Service Bulletin, printing of which was prompted by several questions); and some have been deemed more-or-less unique to the individual questioner. I think all have been answered, most with reasonable promptness, except of course such questions as "Why don't you go to...or take a...?" (Just kidding, folks, there weren't any like that.) Please keep them coming. Please also try to remember this: it helps greatly if you specify the year and model car your question relates to. Thank you.



—Bill

Question: Does anyone know how many pounds of "push" should be on the 1938 Special clutch pedal? Mine is real weak.

Answer: We checked our technical information, and all we were able to find is the 1938 Shop Manual statement that the pedal pressure should not be more than 35 pounds. A pressure greater than that indicates lack of lubrication, binding, misalignment, etc. My personal feeling is that if you're not having any clutch-related trouble -- excessive chatter, slipping, gear clash, etc. -- you should not be concerned. By the mid 1930's, car designers had become quite concerned with ease of operation: thus, the automatic chokes, automatic transmissions, vacuum-operated spark advance, signal-seeking radios, and the like that were becoming more and more common. We think the Buick clutch was intended to work as easily as possible. If any member can offer more guidance on clutch pedal pressures, please let us know.

Question: Is there an advantage to increasing tire size? For example, on a '37 or '38 Century with stock 7.00 x 15 tires, would a 7.10, 7.50 or 8.00 be optional or acceptable?

Answer: I see no reason to increase the "stock" size, unless you plan to carry a lot of weight or pull a trailer. I have never seen anything which would indicate that there were any optional dealer-installed larger tires in 1937 or 1938. A different size would alter the final-drive ratio some, and throw the speedometer off a bit. And I think if you went up to 8.00 x 15 it might not "look right." A lot depends on what you intend to do with the car: if you want a "show" car, I would definitely stick with the stock size, but if you are more interested in driving around and having fun, a 7.10 or 7.50 would probably be OK. However, as I said, I see no real advantage.



QUESTIONS



Question. I have a question on decorating the various exterior and interior trim parts on my '38 model 41. Several die cast and stamped parts have grooves: are these grooves painted black?

Answer. We checked this with Paul Cusano (#052) who has researched the question through observing original cars, and NOS parts.

Exterior: on all trim parts that have parallel-sided grooves in them, the grooves are black: this includes bumper guards, door handles, hood ornament, grille, wiper bases, etc., etc. (Headlight rims have a v-shaped indentation; this is different and is not painted.) On '38 hubcaps, the grooves and the "BUICK" are black. On the trunk lid ornament, the "BUICK 8" is red. The name ("Special" etc.) on the hood louvers is red. On the optional front bumper badge, Paul believes the "BUICK" and the diagonal line are red and the "8" is black, although we have seen the reverse treatment and it is possible that both may be correct. The red was an iridescent color, probably with some metal flake in it. This is hard to duplicate. Paul found the effect could be achieved with "magic marker," but this is not durable and will wash off. The best match Paul found for the red color is Pactra Insignia Red gloss enamel: this is a hobby store item. If the paint is thinned some, so that the shine of the chrome comes through it, the original effect can be reproduced fairly well.

Interior: similarly, all grooves in metal trim parts are black, including door handles, window cranks, radio grille, steering wheel, dash escutcheon, etc., etc. We don't know whether the grooves in plastic knobs were painted, but suggest you do not try to put paint on an old knob: if, as is likely, the knob has internal hairline cracks, the paint will work into them and spoil the appearance. If you want to highlight these grooves, Editor's suggestion is that you use paste shoe polish and buff it off the surface, leaving it in the grooves.



EDITOR'S NOTE



1937 models: the foregoing principles apply, allowing for the obvious differences between the two years. There is no red trim or decoration. On 1937 hood louvers, the model name is black. Since this is raised lettering, it is hard to do neatly. One way is to paint the black first, allowing it to run over the edges of the letters, then paint the silver-gray and wipe it very carefully off the flat surface of the letters before it dries. Or, after the silver has dried but before it has really set up hard, carefully scrape it off the letters with a piece of wood that you have sanded to a sort of chisel shape; an ice cream stick is perfect for this. The same wipe or scrape technique can be used on all the parts discussed above. Sometimes the finger is the best wiper.

- Bill



QUESTIONS



Question: I have a '38 Roadmaster and the problem is overheating. I have already put in a new water pump and a new radiator. I took out the freeze-out plugs and cleaned them. It runs hot with or without a thermostat. The back of the engine gets hot and the radiator is cool. Do you have any ideas?

Answer: There are several possible reasons for overheating. The significant thing here, I think, is your statement that the radiator stays cool. This should not be. You are not getting circulation through the system. The most common reason for this is a bad water pump. Even though the pump is "new," take it out and check it to make sure the impeller is turning with the pulley, that the pump is the correct one for your engine, and that you have the correct gasket, so that the water passage from the engine block into the pump is not blocked. Also, take the radiator cap off with the engine running and see if you can detect movement of the coolant; I think you will find there is little or none. You should also make sure your lower radiator hose is not collapsing.

If there is nothing wrong with the pump and hoses, it seems likely you have severe clogging of the water passages in the block. Drain the system and disconnect the radiator hoses from the radiator. Put a garden hose into the lower hose and see how much water will flow through the block and out the upper outlet. If you think the block is clogged, try a "reverse-flush" or "power-flush" treatment at an auto radiator or industrial cleaning specialist. If that does not work, you will have no choice left but to remove and disassemble the engine and have the block "boiled out."

Incidentally, no '37 or '38 Buick should be run without a thermostat. The system is designed for the flow of coolant to be impeded by the thermostat. If it is removed, the coolant will move too fast to lose its heat in the radiator, and you will get overheating as a result.

Question: I have a Canadian-made 1937 McLaughlin-Buick Roadmaster sedan. I should like to know how the interior of the trunk was finished.

Answer: I know how this was done in American-made Buicks. The back of the rear seat (i.e. the forward interior wall of the trunk), and the underside of the "shelf" below the back window, was a black, pebble-grained heavy cardboard. This was made with tabs that attached the two pieces together and that held the pieces in position. If you study the trunk interior you should be able to see where such tabs might have been located. This cardboard can be purchased at any auto upholstery firm. The sides were covered with a brown burlap-like material that had little black threads running horizontally through it in a random pattern. The edges were bound with a black binding material similar to today's vinyl. This material was glued to the sides of the trunk compartment. So far as I know, you cannot today buy an exact match for this material; Bob's Automobilia carries something reasonably similar. The floor (on side-mount models) was covered with carpet material. I have never seen an original of this, and would use black carpet material similar to the floor carpet between the front and back seats, although I am not sure this is totally authentic. If you have a trunk-mounted single spare wheel, there is a wooden shelf over the wheel, which lies flat on the floor. I believe this wood was simply stained brown. Dealers sold an optional brown rubber mat to cover the shelf.

(CONTINUED)



QUESTIONS



We do not know whether McLaughlin-Buicks used the same trunk interior treatment, and have found no references on the subject. If any Canadian member has a better or more accurate answer to this question, please contact the Editor promptly, or write directly to:

Aubrey Lent
139 Bombay Avenue
Downsview, Ontario M3H 1C5
416/633-9180.



CARS FOR SALE



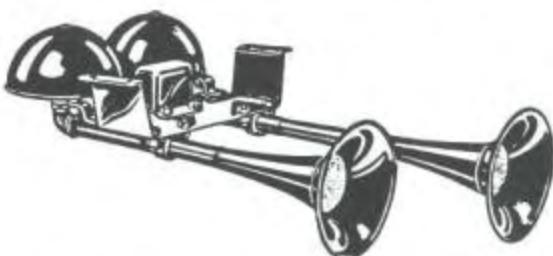
1938 Special model 41 trunk-back sedan. Runs good, but burns oil. Some rust. 95% complete & very original except runningboard moldings & and hub caps are '37 Buick. \$2000 or best offer.

DENNIS W. FLEEGER (#034)
1239 N St., SW
Cedar Rapids, Iowa 52404
319/365-2118 evenings or weekends.

* ACCESSORY "KLAXON" HORNS AS SHOWN IN THE 1928-1938 BUICK PARTS BOOK *

KLAXON HORNS

ROAD COMMANDER AERLECTRIC



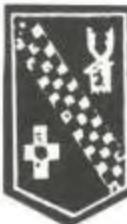
A warning signal that truly is a COMMANDER of the road. On the country highway it has a powerful note for high-speed driving. In city traffic a touch of the horn button gives only a suggestion of its full volume and warns without irritating. Projectors of different lengths, with which the power plants are carefully synchronized, are used to produce the blended note. Mounting is under the hood to preserve the unbroken streamlines of present-day cars and to make possible the use of longer projectors which are necessary to give the signal its characteristic tone.

	Part No.	List Price
Tie Rod Mounting—Matched set (relay included) 6 volt.....	1857457	\$10.95
Dash Mounting—Matched set, 6 volt....	1859086	11.95



Buying a Used Car

A Step-by-Step Guide...



In the last issue, we learned from Albert Pavlick how to buy a car the easy way: just go to an auction with a nice big letter of credit, bid more than anyone else, pay up and roll home. In the following, Ed DePouli (#310) of Demarest, NJ tells how to do it the hard way.

Over the past few years, I've been reading with interest my co-members stories describing how they came to own their Buicks.

I first caught the old-car collecting disease six years ago when a friend of mine kept talking about his two Packards, a '34 and a '48. Since I had a brother-in-law who was also a long distance bus driver, I asked him to keep an eye out for an "old car" during his travels.

A week later, he called and told me about a car belonging to another bus driver who was in the process of moving to Florida. This car which had been in storage the past fifteen years had never been restored by the owner. To me it was just an old car. To a Buick Nut, it was an all original, running and roadable, sidemounted, 1938 Roadmaster, 4dr, sedan. I bought the car for \$1000.

After buying the car I started to do a complete restoration to it and began looking for another car to use while this one was being completed.

My next find was in reality a car my wife located. It seems that the local newspaper (circulation 5000) was doing a feature article deplored the storage of old cars behind the several gas stations in town. To highlight the article, they ran a picture of one station and several of the cars the station owner had stored behind the building. Shown in the picture was a grade 5, 1953 Skylark.

Well, I drove right over and began to discuss with the owner how unfair the newspapers were treating him. The owner needed a sale to prove that he was a legitimate dealer in used cars. I wound up with the Skylark for \$800.

My next car was a 37-41 which I bought for the truckload of parts that came with the car. Included were three extra engines, 2 sets of sidemounted fenders, transmissions, etc. I took what I needed for spares and sold everything else including the car.

I then picked up a 1930, 60 series five passenger sedan. This car is now apart in my garage, undergoing a frame-off restoration.

It must be obvious from the past several paragraphs that I have the disease bad. So begins the story of how I came to own a '38 Roadmaster, phaeton.

Let me start by saying that the search took over five years. In that time, I know of only one other 38-80C offered for sale. That's the one Joe Giordano bought at Hershey in '82 and later resold. I don't know how I let that one get by me since I go to Hershey every year, but I guess I started in the wrong field.

At Hershey '83, I met a friend in the hobby; Bob James from Canada. Bob told me about a '38 phaeton but it was his remembrance that it was Canadian made. This didn't interest me.

In the spring issue of the 37/38 newsletter, Bob James offered a lead on a car including the phrase; "Made in USA". The phone listed was for the owners brother who lived just outside of Toronto, Canada.

I'm not going to mention the owners name at this point. I think the reasons will be come obvious later.

I called the brother. He gave me a description of the car.
I called Bob James to find out if the description was true.



I called the brother back and agreed in-principal to buy the car. However, I did not agree to the price since such things are always negotiable and depend upon condition.

All of this was agreeable to the brother, who further agreed to hold the car two weeks until I would be able to fly up and see it.

One more call to Bob James to ask his help in driving the car home to New Jersey and everything was arranged.

Well almost. In my excitement over buying the car, I forgot to ask how payment was to be made. Another call to the brother and I was instructed to make payment in certified check drawn out to his brother, the cars owner. Since price was not agreed to, I had the bank make out several checks in lesser amounts. This would allow me to add up to any desired combination.

I was in Kentucky on business the week preceding my trip. This allowed me to fly from Nashville to Toronto on a Friday night. On Saturday morning, Bob James and the brother I had spoken to on the phone about the car, and I, left on a 250 mile trip into the northlands to see the car. The picture I've enclosed with this story was taken the first time I saw the car. At the time it was entered in a local parade.

We waited for the parade to end. I met the owner and after a short negotiation agreed to a price for the car. I then told the owner that we would have to go back to his house to retrieve my briefcase so I could give him the checks for the car.

No good. Turns out the owner wanted cash money only and in Canadian currency. There I am sitting in Canada, ready to buy a car and drive it home. I tried all kinds of offers, including asking the owner to drive with me to New Jersey where I would redeposit his checks in my bankaccount and pay him in cash on Monday morning. I even offered to pay his airfare home. Again, no good. If I wanted the car, bring the cash.

Needless to say, I was slightly annoyed. Especially since I was instructed by his brother on how payment was to be made.

A long drive back to Totonto followed. I spent another night there and flew home Sunday morning.

Two weeks later I'm back in Kentucky. This time I flew from Nashville to Totonto on a Thursday evening. I had previously made arrangements with the Bank of Canada to exchange US funds into Canadian currency. Just picture the scene at the airport. I'm being handed a stack of bills, enough to fill a briefcase and hoping I don't get mugged as I leave.

A short flight north, another stay overnight, and at 9AM I'm having breakfast at the owners home. By 9:30 I'm in the car driving towards the United States border.

As fate would have it, the National Buick Show of Canada was being held the same weekend in Kingston, Ontario. Well I figure that if you own a car you might as well show it, so I spent the afternoon in Kingston.

Now comes the highlight of my story. How to get the across border, past customs. I had a bill of sale, but I didn't have plates or registration papers for the phaeton.

To protect the guilty, I will not reveal how I managed. Suffice it to say that I was lucky I had a slightly stripped, '38 Roadmaster, 4dr, sitting at home when I crossed the border.

The ride was 680 miles. The car ran great.

In a future issue of the newsletter, we'll publish a picture of car after it is restored. I hope you've enjoyed my story.

P.S. To accommodate the cars, I enlarged my garage from two to four cars and added a walkup loft for storage. But that's another story.



(Continued)

Imagine going to all that trouble, folks, just to buy a used car, and then having to sneak past the beady-eyed border guards and customs men to boot. Ed must really have the bug bad! Do you think the seller might have had taxes on his mind? There is another story, which Ed refuses to tell, about how he tried to buy a '38 Model 87 with sidemounts and bullet-proof glass from the Maharajah of Jodhpur. Payment was to be made in concubines, and Ed arrived with a busload of them, but the Maharajah claimed some were not as represented, and anyway, Ed found out that the Model 87 was in fact only a Duesenberg, which of course he didn't want. So that deal fell through. It is rumored that Ed then traded the concubines for camels and fled into Egypt, where he traded them for a used Mercedes, which he sold to a Turkish dentist, which is how he got the money to buy the 80C in the first place. Isn't that just unbelievable?

Returning to reality: Ed is a fine fellow and an active member of the Club who has provided me with lots of parts ads and useful and entertaining information. We wish you the best with the 80C, Ed, but next time just go to a Kruse auction, OK?



— Bill



Ed's 80C on Parade in Canada



No, there is no such thing as an authentic two-tone 1938 Buick; I guess this was the former owner's idea of an improvement to the factory specification. What do you think?



CARS FOR SALE



1937 Buick model 90; strong engine; easy to restore. \$3700.

CURTIS WINGWOOD (#459)
10119 Kirwood
El Paso, TX 79924 915/751-0533



PARTS FOR SALE



FOR SALE

NOTE: for each item, the first number is price, the second shipping cost.

Harrison underseat heater #183, NOS	\$80/5
Trico wiper repair kits, all series, NOS.....	\$9/2
Trico chain link kits, all series, NOS.....	\$15/2
Wiper transmissions, '37 40 series, pair NOS.....	\$100/5
Trico wiper arms, all series, NOS.....	\$10/1.59
Delco-Remy voltage regulator, 4-pole, NOS.....	\$35/4
Battery box, '38 40 series, excellent used.....	\$15/5
Spark plug cover, rounded surface, small series, exc. used....	\$15/5
Hood center strip, '37 40 series, '38 40,60 series, repro....	\$100/5
Center exhaust manifold, '37-'38 large series, repro.....	\$160/8
Temperature gauge, '37 or '38 (specify), NOS.....	\$25/3
Amps gauge, '37 or '38 (specify), NOS.....	\$18/3
Fuel gauge, '37 or '38 (specify), NOS.....	\$18/3
Headlight switch, no knob, NOS.....	\$15/2
Marvel carb, CD-2B with heat riser & vacuum switch, NOS or excellent used.....	\$80/7
Headlight bulbs, NOS.....	\$4/1
Master cylinder kits, all series, NOS.....	\$7/1
Wheel cylinder kits, all series, NOS pair (specify year, model, front or rear).....	\$5/1
Carb gasket sets, Stromberg, NOS.....	\$6/1
BUICK 8 emblem, well-dented.....	\$15/4
Heat riser assembly, '38, NOS.....	\$20/3
Marvel carb, CD-1D, well-used with heat riser.....	\$30/7
Wheel static eliminators (for inside front wheel cups), used but excellent.....	\$10/2
Push rods, large engine, used.....	\$1/1

EVERYTHING 100% GUARANTEED
Send shipping amount on heaviest item only if more than one purchased.

E.A. DePOULI (#310)
119 Hardenburgh Avenue
Demarest, NJ 07627

FOR SALE

37-80 series hood	\$50
37-40 series title.....	\$35
37-80 series rear fenders	\$100 each
37-80 series rear end assembly, rebuilt.....	\$375
37-40 series radiator.....	\$30
37/38-40,60 master cyl....	\$40
37-40 series intake and exhaust manifold.....	\$50
37/38 40 series sidemount tread cover.....	\$25
37/38-80 series sidemount end cover.....	\$25
37/38-60,80 series NOS	

air cleaner elements...\$30
38 NOS rear shocks.....\$50 set
37 all-complete heater & defroster assembly....\$125
38-40 series engine with rebuilt cylinder head.\$200

ADD SHIPPING TO ALL PRICES.

JAMES HERNKE (#235)
543 W22151 Beeheim Rd.
Waukesha, WI 53186
414/542-3532

BUICK

PARTS FOR SALE

Storage clearance of '37 Special and Century stuff:

NORS Grill (Right and Left)	\$150 Pr.
Century sidemount fenders (Rusty but solid with no mounting hardware.)	\$100 Ea.
Special hood & side panels (restored)	\$ 75 All
248" Block with seized pistons	\$ 75
248" Head with bent valves	\$ 35
Century transmission (used)	\$125
Century Rear end (drum to drum)	\$125
Hundreds of items from '37 40 series and '37 67 series sedan (SASE with list)	\$ 10 Ea. (Or Less)

Prices do not include packing and shipping.

FOR SALE

1937 & 1938 sidemount emblems, NORS. Cast in solid bronze from a mint original. Triple chrome plated with the letters painted black. Due to the limited number I had made, and the hand work involved, these are priced each @ \$50 plus \$5 for shipping & handling, or \$105 shipped for a pair. Postal money order or UPS-COD only. Satisfaction guaranteed.

Also have some pairs of restored Tripple lights. SSAE for prices & information.

JIM WALLACE (#283)
16438 Gilmore Street
Van Nuys, CA 91406

PARTS WANTED

WANTED

1938 80 series steering wheel.

JOSEPH MONTANARO (#480)
Box 186C, RD 1
Linwood, NJ 08221
609/927-3925

WANTED

For 1937 Special Coupe, seat assembly complete; condition of upholstery not important.

GARY McFARLAND (#415)
8200 Lichen Dr.
Citrus Heights, CA 95621
916/722-8066

Gary McFarland (#415)

8200 Lichen Dr.
Citrus Heights, CA 95621
(916) 722-8066

SERVICES OFFERED

Diecast trim parts welded--DON'T THROW THEM AWAY-FIX THEM! SSAE with good description of part and break for estimate. Good work at reasonable prices.

GREG MARSHALL (#148)
14161 Riverton Circle
Westminster, CA 92683

FREE TO GOOD HOME

1937 series 80, 90 robe cord, assist straps and metal ring screw-in support fittings. Metal not bad; fabric poor but a possible pattern.

1937 DeLuxe heater. Motor runs but core has many leaks and case needs work.

1937 trunk handle; not sure what model; broken but chrome not bad.

1937 grille center strip crest emblem; needs mucho work.

Heater shipped for \$3; other stuff absolutely free!

BILL OLSON (#427)
842 Mission Hills Lane
Worthington, OH 43085
614/436-7579



THE TORQUE-TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980

